

CLASSIFIED MESSAGE

ROUTING

TOP SECRET

1	<i>OKC</i>	9
2		10
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DATE

TO :

FROM :

ACTION:

(MFI) :

Over (fy)
*Plan**File 20-22*
6842 wrap-up
BX 6842
OSA 1-15

25X1D

TO

INFO

CITE

TOP SECRET 050053Z

25X1A

PRIORITY ☐ INFO PRIORITY ☐

25X1A

25X1

OXCART BLACKSHIELD

- Open - let
them know
we know
before
fact of
is adjusted*
1. FOLLOWING COMMENTS PERTAIN TO BX 6842.
 2. TAKEOFF WAS DELAYED 3 MINUTES TO MAKE GOOD CONTROL TIME, BASED ON LATEST WIND FLT PLAN. ADDITIONALLY, TANKERS WERE BRIEFED ON DESIRED END AR TIME, AS AN AID TO MAKING GOOD CONTROL TIME. CYG PILOT WAS BRIEFED TO BEGIN DESCENT 10NM EARLY, IF HE DESIRED, TO LOSE 1 MINUTE. PILOT REPORTED HE WAS GAINING TIME ON FLIGHT PLAN DURING 2.9 CRUISE LEG, AND ELECTED TO START DESCENT 30NM EARLY. USE OF THESE PROCEDURES RESULTED IN MAKING CONTROL TIME GOOD, WITHIN 15 SECONDS.
 3. PILOT REPORTED 0.77 MACH LEG TO SURE HIT (RLSG AB01) WAS ALMOST IMPOSSIBLE TO MAINTAIN. RECOMMEND FUTURE LEGS THIS NATURE BE PROGRAMMED AT 0.90 MACH.
 4. 3.2 MACH TURN AT PB01: PROGRAMMED ALTITUDE AT START CC & ROLL-IN WAS ADJUSTED TO 78,900 FT. THIS WAS EXTRACTED FROM LAC CHARTS, REPRESENTING LOWEST ALTITUDE AT 3.2, 30 DEGREE BANK, PROGRAMMED GROSS
- Plan
asire*
- OKC*

TOP SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

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25X1A



T O P S E C R E T

PAGE 2

WEIGHT AT END OF TURN. BY MAINTAINING LESS THAN MAX THROTTLE SETTING/
ALTITUDE PRIOR TO TURN, PILOT REPORTED TURN WAS SMOOTH, AND SLIGHT
GAIN IN ALTITUDE DURING TURN, WHEN ADDITIONAL POWER APPLIED. (SEE
SC&DM LINES 0665 - 0742).

T O P S E C R E T

TOR: 050108Z JAN 68

T O P S E C R E T